

# Regal 27 FasDeck (2012-)

## Brief Summary

A 27' (8.2 m) bowrider is a big boat and a 27' deckboat is even bigger. Add to that a pickle-fork bow, a stepped hull, higher freeboard, a large head and a 21-degree deadrise bottom at the transom and you have the makings of an all-day party boat on the water.

Regal has pulled out all of the stops with its new 27 FasDeck. If you want to crank her up to full watersports mode, then you'll want the RX version.

## Price

**Base Price**\$76249.00

*Prices, features, designs, and equipment are subject to change. Please see your local dealer or visit the builder's website for the latest information available on this boat model.*

## Key Features

- FasTrac hull design
- Ultra lounge — six positions
- Enclosed head compartment
- Fusion marine stereo
- Bow seating
- Arena seating
- Stainless windshield holder
- RTM fiberglass hatches
- Gas-assist rams on storage compartments
- Upgraded marine hardware

## Test Results

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
650	3.9	3.4	1.22	3.2	2.78	178	155	62
1000	5.8	5	1.77	3.28	2.85	183	159	66

RPM	MPH	Knots	GPH	MPG	NMPG	STAT. MILE	NM	dBa
1500	7.8	6.7	2.93	2.65	2.3	148	128	68
2000	9.2	8	4.73	1.94	1.68	108	94	73
2500	13.3	11.5	7	1.89	165	106	92	85
3000	23	20	8.65	2.65	2.31	148	129	81
3500	29.6	25.7	11.3	2.62	2.28	146	127	82
4000	35.2	30.6	14.65	2.4	2.09	134	117	86
4500	41.1	35.7	18.25	2.25	1.96	126	109	87
5000	45.6	39.7	21.9	2.08	1.81	116	101	93
5050	46.2	40.1	22.9	2.02	1.75	112	98	93

[View the test results in metric units](#)

[regal\\_27\\_fastdeck\\_chart.jpg](#)

# Specifications

Length Overall	27' 3"   8.3 m
BEAM	8' 6"   2.6 m
Dry Weight	5,350 lbs.   2426 kg
Tested Weight	
Draft	36"   0.9 m

Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	21 deg.
Max Headroom	open
Bridge Clearance	7' 0"   2.1 m (w/ top up)
Weight Capacity	
Person Capacity	
Fuel Capacity	62 gal.   235 L
Water Capacity	12 gal.   45 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	

Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

## Acceleration Times & Conditions

Time to Plane	3.6 sec.
0 to 20	
Ratio	
Props	
Load	2 persons, 4/5 fuel, no water, min. 50 lbs. of gear
Climate	70 deg., 72% humid., wind: 0 mph; seas: calm

## Captain's Report by Capt. Steve

Regal 27 FasDeck

Regal’s new 27 FasDeck measures in at 27'3" (8.3 m) with an 8'6" (2.6 m) beam. Top speed came in at 46.2 mph when powered by a 300-hp 5.7 L Volvo Penta engine.

Over the last 10 years or so, the market share of deckboats has doubled despite the fact that many of them pound in a chop and were not really made for saltwater applications. Obviously, they have other attributes that consumers like. Most major sportboat builders today are trying to solve the problems of the early models and improve on the concept. One of the latest builders to do that is Regal Boats.

## Regal 27 FasDeck Mission

Regal Boats decided to start with a clean piece of paper to redesign what a deckboat should be. First, they would maximize the room inside the 8'6" (2.54 m) wide boat by carrying its max beam as far forward as possible. Second, it would utilize its proven FasTrac hull that has a sharp entry, doesn't pound, is dry and has a higher top speed with equivalent power than non-stepped hulls.

**The new boat comes in two versions**, the 27 FasDeck and the tricked-out 27 FasDeck RX that has additional standard watersports features for the boaters who want to go all out.

## Distinguishing Features

There are several distinguishing features that separate this 27 FasDeck from the crowd.

- **Stepped hull.** Regal's version of the stepped hull concept is called FasTrac and it is worth a knot or so at the top end. More importantly, the hull has a sharp entry so it won't pound and a 21-degree deadrise at the transom to make her comfortable in a chop.
- **Innovative aft sunpad.** The aft sunpad can accommodate up to six different positions so you can enjoy reclining, lounging and cruising either facing forward or aft.
- **Gas assist struts on all storage hatches.** This makes for easy opening and no need to hold the hatch open with one hand while you load the compartment up with the other.
- **Massive head compartment.** Not only is the head area huge but it's finished off to perfection. Probably one of the nicest heads I've seen in class.

### Regal 27 FasDeck known

Here you can see the roominess of the platform and the new V shape. The twin brake lights, the mount for the transom table, and the transom tilt switch for the outdrive are all indicated by the arrows.

## Performance Evaluation

Our test boat was powered by the 300-hp Volvo Penta 5.7 GiC engine driving an OceanX outdrive. The OceanX lower unit has been specifically designed by Volvo Penta to resist the riggers of saltwater. This one aspect alone makes the 27 FasDeck a better boat to have in saltwater over an outdrive that is not designed

for the conditions.

## WOT.

Top speed came in at 5050 rpm and 46.2 mph. At that speed, a fuel burn of 22.9 gph was measured while getting just over 2 mpg for a range of 112 miles.

## Best Cruise.

Best cruise came in at 3000 rpm and 23 mph. At that speed, the fuel burn was measured at 8.65 gph, which meant we were getting 2.65 mpg for a range of 148 miles. The Regal FasTrac hull did its thing and got us on plane in only 3.6 seconds. We reached 20 mph in 5.6 seconds and continued accelerating to 30 mph in 9.6 seconds.

## Handling.

The handling of the 27 FasDeck was exemplary. She responds very well to the steering and any adjustment to the engine control is met with an immediate and quick response. Upon acceleration, bow rise was roughly 16 degrees and there was no loss of visibility to the horizon. When you take power off, she seems to settle in flat, so you won't lose visibility when slowing either.

Even though the 27 FasDeck is built with a stepped hull, I found no adverse characteristics in turning performance. In fact, she turns like she's on rails. Another nice characteristic of her turning performance is that she was completely absent of the annoying chine walk that we sometimes see in a stepped hull when you enter a hard turn. Don't be afraid to get aggressive on the trim, as I found that bringing the needle up to just under the halfway mark on the indicator is right about where the 27 wants to be.

## Features Walkthrough

Let's start our features walk-through of this roomy sportboat from the stern. The swim platform is exceptionally large and makes a great staging area for putting on your board. The reboarding ladder is mounted to the starboard side, directly in line with the helm, and a convenient grab handle is mounted to the transom to aid you in hauling yourself out of the water.

### Regal 27 FasDeck

The layout of the Regal 27 FasDeck.

The swim platform has a subtle V shape that adds to the racy look of the boat. A Flexiteek inlay is offered as an option (\$792). An interesting addition that we only see with Regal is brake lights added to the transom.

These are made to connect to the tow vehicle and will illuminate, in addition to your trailer brake lights, to add another level of safety to your towing. The transom also had a mounting bracket for an optional table (\$585).

Regal 27 FasDeck

The walk-through to the cockpit has plenty of storage underneath.

## The Ultra Lounge

This feature adds so much versatility to the 27 FasDeck that you might never want to leave. You can lie flat, recline in a chaise-lounge position, sit facing forward or aft and blend in with the wraparound seating. What I think is the most notable feature is that you can now use the sun lounge even while the boat is underway as it has that forward-facing functionality. Naturally, there's storage underneath.

Regal 27 FasDeck

The aft seating makes up part of the Ultra Lounge and lifts for engine room access.

Regal 27 FasDeck

It's important to note that you can relax and use the sun lounge while the boat is underway since you can have it facing forward.

Regal 27 FasDeck

The Ultra Lounge is made up of stainless hardware and King StarBoard. I found it quite easy to deploy in any of the six positions.

## Cockpit

The cockpit walk-through is 14" (35.6 cm) across and the nonskid deck is actually a hatch over a roomy storage area. Immediately to starboard is an optional refreshment center (\$1,038) that faces Regal's arena seating. The seating begins with a lounge to port and wraps around to a bench seat at the stern that also makes up part of the ultra-lounge. Under the lounge seat is storage for a carry-on cooler and a trash receptacle. A snap-in cockpit carpet is also offered as an option (\$462) and it really adds to the finished-off beauty of this cockpit area.

Regal 27 FasDeck

The portside lounge is as comfortable as it is attractive. Sitting sideways to face the captain is a little uncomfortable, but no one I boat with seems to want to do that.

Regal 27 FasDeck

Underneath is a carry-on cooler and storage for the cockpit/transom table. Notice the table pedestal mount.

# Engine Compartment

Lifting the aft bench seat allows you access to the engine compartment and your mechanic will appreciate the fact that the compartment opening comes down right to the deck. Naturally, there was plenty of room for the daily engine checks. While the side bulkheads were mounted rather close to the engine to allow for storage on either side, they are removable should more aggressive maintenance be required.

## Helm

The helm features a hand-stitched, vinyl-covered dash that has a nice feel to it. The panel has a carbon fiber finish and the gauges are black and gunmetal gray, which gives a contrasting look. A depth sounder is to port and is part of the standard equipment list. Toggle switches are illuminated and waterproof and the Fusion marine grade stereo is mounted at the helm. On the starboard bulkhead is the switch to activate the pressure to the 12-gallon (45 L) water tank. I was very happy with the all-around ergonomics of the helm and had no problem with visibility from either the seated position or up on the standard bolster.

### Regal 27 FasDeck

An uncluttered and nicely laid-out helm. Notice the speaker underneath and the marine grade stereo.

## Instruments.

One of the most significant available options has to be the RegalVue display. This screen lets you monitor a number of different parameters and includes a moving map display. There is a version for a Volvo Penta installation (\$1,831), a MerCruiser installation (\$2,446) and a third version that adds cruise control (\$2,862) with parameters that can be saved into any number of user profiles. If you decide not to opt for the RegalVue, at the very least you may want to consider the Perfect Pass cruise control (\$1,677) that will take a significant workload off of your driving when towing.

## Power Tower

The 27 FasDeck has a very well-built tower that electrically lowers at the touch of a button at the helm. It's standard on the RX version and offered as an option (\$4,308) in this version. You can add swivel board racks (\$1,154) and premium speakers (\$1,377). Blue courtesy lights are underneath and the tow-point above serves as your all-around nav light.

## The Head

It seems ridiculous to get excited about a head compartment, but the fact is this is an extraordinary head compartment. It's quite roomy and surprisingly good-looking with a cherry wood veneer, plenty of storage,



mirrored doors, a stainless sink and an opening portlight. Options for the head include pump-out fittings (\$177) and a macerating head with pump-out (\$1,531). To be sure, the compartment only offers sitting room with 4' (1.22 m) of headroom.

Regal 27 FasDeck

Now here's a head compartment that'll make you want to bring a case of soda onboard for the trip.

## Bow

This is a deckboat, so it's not surprising to see that the bow is exceedingly roomy. The lounge seats offer more than enough length for me to stretch my legs and both sides have flip-down armrests as opposed to flip-up armrests. This means that you can deploy and stow the rest with one hand. There is a base mount for the optional cockpit/transom/bow table (\$462).

**There is storage under both seats**, but the starboard seat has the added benefit of having its storage continue all the way back into the starboard side console with added access from the seatback and a hatch in the side of the console. Between this compartment and the 21" (53.3 cm) deep sole storage, you can pretty much guarantee that if you fill this boat to capacity you'll still be able to have everyone bring their own boards and gear and have a place for all of it to go.

Regal 27 FasDeck

The bow seats lift from the front to allow for better access to the storage beneath. The seatback to the left also opens to the console storage.

Fully forward, the bow offers a large nonskid platform. Our test boat had foot controls to port for the optional anchor windlass (\$2,300) and a bow shower. Underneath the hatch in the deck is access to the beach-reboarding ladder, which lies atop the anchor. With the optional windlass, the anchor is positioned through the stem and can be deployed without interfering with the reboarding ladder. This is a neat set-up and I like it.

Regal 27 FasDeck

The optional anchor lives below the bow hatch and deploys without the need to move the ladder.

## Pricing and Options

The 27 FasDeck is offered with an assortment of catalyzed engines for the U.S. market ranging from 300-hp to 380-hp. Base price with a 300-hp Volvo Penta 5.7 Gi Catalyst is \$76,249 with Duoprop. Moving to the maximum of a 380-hp Merc 8.2 Catalyst will take you to \$90,284 with a Bravo III lower unit. Some notable options that I haven't discussed include dock lights (\$231), bow cushions (\$300), bow doors (\$385) to block

the wind on the chilly mornings and a caprail-mounted grill (\$323).

## Observations

It's no secret that I love a big bowrider. Most of my boating time is spent on the water for the day, possibly into the evening, but back home at night. That means that a large boat that I can invite a lot of friends on is a big plus. Throw in a sporty ride while keeping everyone comfortable, a high freeboard that will keep everyone dry and a sharp entry that will keep the boat from pounding — what more could I ask for? I would be a good candidate for the 27 FasDeck.

If you are more inclined to have friends and family aboard for lots of watersports, then go the whole hog and get the Power Tower, board racks, tow mirror and a number of other options I have mentioned and the bill will be about \$13,000 higher. For that money, you put on a three-ring circus for your friends.